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- (2) There are about 20 berths for the building and launching of boats. The berths can be raised at an angle for the launching, the retaining cords are cut, and the boats slide into the water.
4. Each of the workshops has two electric cranes which run from side to side on overhead rails. The iron shop has a third large crane for the handling of heavy iron plates.
5. The shipyard is operated by two directors, one a Russian and the other a Rumanian. The Rumanian is a first class technical expert, and although the Russian is nominally senior, no decisions are taken without the Rumanian's approval. A Russian engineer is in charge of the workshops. A Rumanian engineer supervises the assembly of vessels according to plan. Blueprints are prepared in a special drawing office by a team of engineers and designers. Each workshop is managed by an expert foreman, and these are in turn supervised by engineers. There are 15 engineers working in the yard. Originally there were about even numbers of Russians and Rumanians, but lately Rumanians have been successively replaced by Russians. The accountant and director of personnel are both Rumanians. The Pay Department is managed by two engineers, one Russian and one Rumanian. About 6,000 workers are employed at the yard.
6. [redacted] the 50X1-HUM
fishing vessels built at the shipyard would also serve as mine sweepers. There was no special equipment for this purpose in the yard, however. The fishing vessels are about 20 meters long and have small gasoline engines which come from the Soviet Union. There are two holds; one intended for fish, the other for spare parts. Each vessel receives a [redacted] Soviet name. These vessels are completely assembled, 50X1-HUM
equipped and manned and sent to the USSR. Sixty of these vessels were produced in 1950.
7. Two types of oil barges are built. One carries 2,000 and the other 1,000 tons of oil. The barges are built entirely of iron plates. These barges are towed by tugs. There are ten separate tanks below, five on each side of the vessel. A [redacted] Soviet name are painted on each barge 50X1-HUM
before it leaves the shipyard. A single pump driven by a small motor serves all the nozzles. The barges are picked up by Soviet tugs when ready to be taken to the USSR. Sometimes the tugs and barges call at Giurgiu en route to take on oil. Four 2,000 ton barges and eight 1,000 ton barges are produced annually.
8. Tugs are built to develop 300, 500 and 1,000 horsepower. The vessels are built of iron plates, except for the interior fittings, which are of wood. The tugs are equipped with engines which arrive crated from the Soviet Union. Wind measuring equipments are produced in the shipyard. Navigation instruments and indicators come from the USSR in small cases bearing Soviet labels, however, the instruments themselves are of [redacted] manufacture. [redacted] these later were replaced by poor quality Soviet imitations. Tankers intended for the USSR bear 50X1-HUM
Soviet names: [redacted] Those which remain in Rumania bear [redacted]
the letters SRT (Sovromtransport), and a Rumanian name. A Rumanian 50X1-HUM
captain is present in the shipyard during the construction of each tug intended for Rumanian use, from the time the keel is laid until the boat is completed and he takes charge. Twenty to twenty-five tugs are produced annually. Considerably more deliveries were made to Rumania than to the USSR during 1950. Not all the vessels delivered to the Soviets go to the USSR. Some are sent to Hungary via Turnu Severin.
9. Barges to hold 200, 400, 600, 800 and 1,000 tons of freight, almost completely open and without interior fittings, are built at Galati. The barges are built of wood and iron. A [redacted] Soviet name are 50X1-HUM
painted on each vessel in the shipyard. The output amounts to 50 vessels per year. The barges are picked up by Russian tugs and taken directly to the USSR.

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10. [redacted] two special barges to serve as hospital ships were built at the shipyard. They were equipped with everything needed by the crew, but had no special hospital fittings.

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11. The shipyard also makes all repairs on the type of vessels built there. On one occasion, however, a large vessel bearing a [redacted] name with a loading capacity of 6,000 tons remained in dock there for repairs for years. When repairs were completed it was fitted with four large engines brought from the USSR, handed over to the Soviets, and taken away by them with a crew of 80 aboard.

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12. Vessels are handed over to the Soviets every month. A Soviet colonel is permanently stationed at the shipyard to superintend the entire building process of all vessels intended for the USSR. The blueprints indicate which vessels will be consigned to the Soviet Union. A fine of a million lei is paid for every day's delay in the delivery of vessels. Vessels are handed over completely fitted with engines, instruments, and spare parts, and also with complete equipment for the living accommodations, including crockery, linen, and even such items as seaboots. Delivery is made to a Soviet commission which comes to the yard for this purpose. Vessels are accepted only after severe and detailed examination.

13. Personalities:

a. Aronovici - Manager of Sovromconstructia at Galati, [redacted]

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b. Gigi - Engineer in charge of assembly of vessels; [redacted]

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c. Ifrimof - Russian colonel; [redacted]

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d. Sadowski - Russian engineers; [redacted]

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e. Trunin - Manager of the Sovromconstructia works, Galati; [redacted]

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